

Intimation.

Powell's

Furnishing
DepartmentFIRST FLOOR
ALEXANDRA
BUILDINGS.WE HAVE JUST
UNPACKED A
LARGE
CONSIGNMENTOF
DINNER
WARESAMPLES NOW
ON SHOW.A PLEASING
STYLEIN
ALL WHITE.We are prepared to
sell any quantities to
suit our Customers, even
single Pieces.MEAT PLATES.
SOUP PLATES.
PUDDING PLATES.
CHEESE PLATES.OVAL DISHES
5 SIZES
COVERED VEGE-TABLE DISHES.
COVERED TWIN VE-
GETABLE DISHES.
SOUP TUREENS.SAUCE TUREENS
WITH COVER AND LADLESAUCE BOATS.
SALAD BOWLS.STEAK DISHES.
CHOP DISHES.POWELL'S
ALEXANDRA
BUILDINGS.and
28, Queen's Road.

Hongkong, 18th September, 1909.

PACIFIC MAIL DOCK.

LOUD COMPLAINTS AMONG CHINESE.

San Francisco, August 30th.

A loud complaint is abroad in the Chinese quarter about the manner in which the detention shed at the Pacific Mail dock is being conducted by the steamship officials.

Changes are made by officials of the Six Companies and prominent Chinese that not only are all sanitary laws violated daily at the shed, but that deaths are occurring at frequent intervals, caused by the indiscriminate herding together of the diseased occupants of the shed with those who are not suffering from any ailment, but have been simply denied a landing by the immigration officers on various grounds and are either awaiting deportation to China or the result of appeals from the decision of the local Federal officers.

It is said that these conditions have become so unbearable that action is to be taken at once by the Six Companies, starting in the shape of a petition which is now being circulated around Chinatown for signatures, and which will be addressed to the Chinese Minister at Washington, who will in turn lay the same before the President. The Chinese claim to have lost hope of obtaining any relief through the Bureau of Commerce and Labour, which has control of the Chinese held in detention.

DEATH CAUSES ACTIVITY.

Renewed activity in the matter of circulating this petition and of hastening some kind of relief has been caused through the death by tuberculosis of a young Chinese named Low Sing Sing at the German Hospital last Friday.

Young Sing arrived here on the steamer *Sih-wa* on the 14th inst., being ticketed as No. 123. His father lives on Washington street, and says that Sing is a native of this country. He was sick upon his arrival, and was refused a landing by Inspector Mehan.

Sing's father and relatives applied for permission for him to land on the ground of his being a citizen of this country pending his examination. They offered to go on a bond for his safety, but the request was turned down and Sing went to the shed. Inspector Mehan is reported to have remarked that the young Chinese was not sick enough to require hospital attention.

Sing remained in detention until last Monday, when his condition became so poor that the steamship company's officials were alarmed that he would die on their hands, and when the young man's father and some friends offered to put up a bond guaranteeing the company \$500, which amount it is liable for in the case of each detained Chinese it cannot produce on a round-up, and to secure all hospital expenses, Low Sing was allowed to go to the German hospital.

VICTIM OF CONDITIONS.

He lost strength daily and died last Friday at noon. Dr. W. Clark, one of the three white physicians employed by the Chinese Six Companies to look after the sick in the detention shed, attended Sing, and said that the patient had been taken in time; the malady might not have fixed itself so firmly upon him as to cause death.

While at the detention shed Sing was obliged, according to his friends, to herd in with the other Chinese, who were afflicted with a variety of diseases, and that by reason of this and through neglect and unsanitary conditions he fell a victim.

For several days before he was removed Sing, they say, was unable to take any nourishment and just wasted away amid the foul surroundings in the shed until the steamship officials took action.

According to the statements of Chinese who have been in the detention shed, conditions in the ramshackle structure at the old Mail dock could not be worse. The accommodations are said to be of the roughest, with sloppy fare, fustid atmosphere through lack of ventilation and because of the location over the dock water, and sleeping quarters that are filthy.

But special emphasis is laid upon the fact that no effort is made to segregate the sick Chinese. They are all jumbled together in their degrees of disease. Many of the detained Chinese are not afflicted with any vital ailment, and many are not afflicted at all, being simply detained because the immigration bureau has denied them the right to land upon their showing.

AN ANOMALOUS SITUATION.

The position of these confined Chinese is somewhat anomalous. Under the strict interpretation of the law they are not supposed to be in this country and they have no rights under its laws. They are held by the steamship company, which is bound to return them to their home across the ocean. They have been examined by the local inspectors and denied any standing here. They cannot appeal to the courts upon any ground except the insufficiency of their previous examination, and get a rehearing if they make any kind of a showing. Any other appeal must be made to the Department of Commerce and Labour at Washington.

In detention they are the prisoners of the steamship company and a strict guard is kept upon the shed in which they are confined.

Dr. William A. Bryant is one of the physicians employed by the Chinese Six Companies to attend upon sick Chinese in the shed, but owing to conditions there he admits that the work of a medical man is practically nullified.

It is partly upon the reports of their doctors that the Chinese companies are acting in getting up a petition. When ready for presentation it will be submitted to their attorney, O. P. Stidger, who is also cognizant of all the complaints that have been made of shed conditions, and put into form for transmission to Washington.

When spoken to yesterday Dr. Bryant was loth to go into details of the matter, saying that it was premature, as yet, to do so. He admitted that conditions at the shed were as represented by the Chinese and said he could produce data on specific cases to prove the charges.

CONDITIONS ARE INTOLERABLE.

"I do not care to talk about the matter at this time," he said. "There is a lot of red tape about the business, and everything must be considered before a move is made. Conditions at the shed have been and are insufferable, and something must be done to rectify them."

would rather not talk now, though. I have my professional interests to consider and will talk at the proper time."

Jue Sing, a Chinese interpreter at Washington and Stockton streets, is decidedly outspoken in his comments on conditions at the shed, as he has gleaned information about them from inmates. He says he knows of cases where Chinese have contracted disease while they were penned up in the shed through contagious contact which there was no way of avoiding.

CHUN YOW'S EXPERIENCE.

A case in point cited by the Chinese is that of Chun Yow, which was decided in Washington, and is the case in which the decision regarding the status of the immigration inspectors was delivered by the Supreme Court.

Chun Yow was detained in the shed for nearly eighteen months while his appeal from the denial of his right to land, which he based on the fact that he was an American citizen, was being heard. All the while he was held in the detention shed into which he had entered a well man. The appeal was decided in his favor, but three weeks before it was delivered, Yow, having abandoned all hope, and suffering from a number of diseases contracted in the shed, including rheumatism, jaundice and "rickets," had determined to allow himself to be deported.

When the decision in his case came in he was in China. An offer was made to him to come over again, and he is said to have remarked, in the Chinese equivalent, "Nothing stirring." He is also quoted as saying that the detention shed was worse than a pig pen, and he would rather die than take chances of again being confined therein.

It is understood that the steamship people admit that conditions in the shed are not what they should be, but that there will be a big improvement when the new detention ship is put into service, which will be shortly.

Intimations.

THE
SOUTH CHINA ARTISTIC
BAZAAR.EXHIBITION HALL
ON
FIRST FLOOR OF NO. 25 DES VOUX ROAD
CENTRAL
(opposite the P. & O. S. N. Co's office.)OPENED DAILY:
From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.Ivory, Silver, China, Paper, Wooden and Bamboo Ware.
Embroideries, Silk, Oil and Water Colour Paintings.Caricatures and Portraits.
Screens, Pictures and Photo Frames.
Preserves and Canned Goods.
Writing Inks and Paper, &c.

Hongkong, 25th September, 1909. 1675

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."XXX Very-Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years

Old 5.50

QUINQUINA? ALSO
QUINQUINA?
DUBONNET?FRENCH STORE,
Sole Agent.
Hongkong, 30th April, 1909. 160PEAK TRAMWAYS COMPANY,
LIMITED.TIME TABLE
WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.
Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	

8.45 p.m. and 9 p.m., 9.45 p.m., 10.15 p.m., every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m., Every 15 minutes.
9.00 a.m. to 9.30 a.m., Every 10 minutes.
9.30 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.30 a.m., Every 10 minutes.
11.30 a.m. to 12.00 noon, Every 15 minutes.
12.00 noon to 1.00 p.m., Every 15 minutes.
1.00 p.m. to 2.00 p.m., Every 15 minutes.
2.00 p.m. to 3.00 p.m., Every 15 minutes.
3.00 p.m. to 4.00 p.m., Every 15 minutes.
4.00 p.m. to 5.00 p.m., Every 15 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 3.15 p.m., 3.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 25th April, 1909. 160

YUEN HING,
No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DEALERS

In all kinds of hand-made
DRAWN AND EMBROIDERY CHINESE
LINE GRASS CLOTH, FEWTER
WARE, &c., &c.

all of the best quality.
Hongkong, 5th August, 1909. 1671

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.

HONGKONG TECHNICAL INSTITUTE.
QUEEN'S COLLEGE.EVENING CLASSES in the following
Subjects will commence on WEDNES-
DAY, October 6th:-ENGINEERING SECTION:
Building Construction and Drawing.
Machine Drawing.
Steam.
Mathematics.
Mechanics.
Physics.COMMERCE SECTION:
English.
French.
Shorthand (including Typewriting).
Book-keeping.SCIENCE SECTION:
Chemistry (Theoretical).
Sanitation.
Physics.
English.TEACHERS' CLASS:
Students should attend at the Institute to be
enrolled on MONDAY or TUESDAY next,
between 6 and 7 P.M.Copies of the Prospectus and Entry Forms
for intending Students may be obtained on
application to the Undersecretary.Prizes and Certificates earned last Session
will be distributed by the Hon. Mr. Brevin in
Queen's College Hall on MONDAY, October
11th, at 5.30 P.M.E. RALPHS,
Director.

Hongkong, 30th September, 1909. 1689

REGRET

You will NEVER if you
VISIT

MOHIDEEN &

THAHA,

in
D'AGUIAR STREET,the
NEW JEWELLERS

AND DEALERS

in
CEYLON PRECIOUS

STONES

of every description, and
other GEMS.

Hongkong, 31st August, 1909. 1610

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTESAND
TOILET REQUISITESFOR SALE
19, D'AGUIAR STREET,
HONGKONG.

Hongkong, 2nd September, 1909. 1610

Public Company

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY
YEARLY MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Town Office, 2 Lower
Albert Road, Hongkong, on TUESDAY, the
19th October, at 12.30 P.M., for the
purpose of presenting the Report of the Directors
and Statement of Accounts to the 31st July,
1909.

The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 19th
October, 1909, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 1st October, 1909. 1690

Auction.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC
AUCTION, on
THURSDAY,
the 7th October, 1909, at 2.30 P.M., at his Sales
Rooms, Duddell Street,
A QUANTITY OF

HIGH CLASS IRISH GOODS,
Comprising:-
TABLE LINENS, SERVIETTES,
HOUSEHOLD LINENS, HUCKABACK
TOWELS, TURKISH TOWELS, BATH
SHEETS, BROWN LINEN TOWELS,
LADIES' WHITE LAWN UNDERSKIRTS,
WALKING SKIRTS, COMBINATIONS,
ROBES, FLANNELLETTES, NIGHT
DRESSES, DRESSING GOWNS, LA-
DIES' DRESS LENGTHS;

ALSO,
An Assortment of SUIT LENGTHS,
LACE CURTAINS and WITNEY BLAN-
KETS, &c., &c.
(All New Goods).
Catalogues will be issued.
On View on Wednesday, the 6th October.
TERMS:-As usual.

G. P. LAMMERT,
Auctioneer.
Hongkong, 30th September, 1909. 1688

Consignees.

THE P. & O. S. N. Co's Steamer
"HIMALAYA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. *Chitra*.
From Australia, &c., ex S.S. *Marmora*.
From Calcutta, ex S.S. *Nubia*.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 6th October, at
10 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 29th September, 1909. 1689

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND
STRAITS.

THE Company's Steamship
"WAKASA MARU,"

having arrived from the above Ports, Con-
signees of cargo are hereby informed that their
Goods are being landed and placed at their
risk in the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon,
where each consignment will be sorted out
mark by mark and delivery can be obtained as
soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
Noon TO-DAY.

Goods not cleared by the 7th October, will
be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the
Godown for examination by the Consignee's
and the Co's representatives at an appointed
hour. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
claims will be admitted after the goods have
left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 30th September, 1909. 1458-1459

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, where and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th October will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersecretary on or before the
5th October, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th September, 1909. 1681

FOR SALE
AT
GRACA & CO.
37, Des Voux Road.

VIEW Post Cards and Asiatic Postage
Stamps.
Novels, Books for parlour and household
use.

"The Doctor at Home"—1909 edition.
Prayer Books, Religious Pictures, Pendants,
Medals, Statuettes, Flower Seeds.
Relief Scraps and Scrap Albums.
Toy Books for Children.
Mappa Cigars and Cigarettes.
Stamps in Sets, Packets, Rays and Single.
Large Assortment of Albums for Stamps and
Post Cards.
Postage Stamps Catalogues by Lincoln,
Scott, Stanley Gibbons, Scott and Talliours.
Stock Books, Duplicate Pocket Books,
Transparent Envelopes.
Movable Leaf Albums, Tweezers, Magnifying
Glasses, Perforation Gauges.
Water Mark Detectors.
Massey's Commercial Map and Directory.
&c., &c.
Inspection invited.
Hongkong, 6th September, 1909. 1611

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"SONALI"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 24th September, 1909. 1689

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM MIDDLESBROUGH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th October will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersecretary on or before the
12th October, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th October, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th September, 1909. 1689

FROM EUROPE.

THE H. A. L. Steamship
"BELGRAVIA,"

Captain Hildebrandt, having arrived, Con-
signees of Cargo are hereby informed that
their goods are being landed and placed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained against
Bills of Lading countersigned by the Under-
secretary.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NAVAL REORGANISATION.

FOREIGN TOUR CONTEMPLATED.

[By courtesy of the "Sheung Po"]

Peking, 1st October.

It is rumoured that Prince Shun Pui-lap will undertake a tour of foreign countries to study the foreign naval systems and that Sir Chen Tung Liang-cheng will accompany him.

[We understand that Prince Shun will probably pass through Hongkong on his way to England about the end of this month.—Ed. H. K. T.]

CHANG CHIH-TUNG.

IN PRECARIOUS HEALTH.

[By courtesy of the "Sheung Po"]

Peking, 1st October.

Chang Chih-tung's illness is very fitful; he is well one day and sick again the next.

It appears that he is lingering and beyond cure.

MACAO'S DELIMITATION.

A CHINESE REPORT.

[By courtesy of the "Sheung Po"]

Peking, 1st October.

H. E. Kao Erh Chien, the Chinese Macao Delimitation Commissioner, in a telegraphic despatch to the Waiwupu, reports that the Macao boundary question is about reaching an understanding.

The Portuguese Government has agreed to waive the right of collecting the taxes from whom and not to interfere with the fisheries which the Chinese claim are within the territorial waters of China.

The Portuguese also agree that Mok-cha and Colowan are to be considered as within the jurisdiction of China.

VICEROY OF CANTON.

GIVEN A FREE HAND.

[By courtesy of the "Sheung Po"]

Peking, 1st October.

The Prince Regent has empowered H. E. Yuan Hsu-hsun, by telegram, that, in case of emergency, he is allowed to exercise his own judgment in transacting business having reference to foreign intercourse. He is also authorized to sign all documents in the first instance without reference to the Central Government.

If he should discover any officials—whether civil or military—not discharging their duties, he may suspend them.

If, again, any internal disturbance should take place within the territory under his administration, he is allowed to despatch soldiers for the repression thereof.

All these privileges are granted to H. E. Yuan, so that he may exercise perfect freedom of action without having, in the first place, to memorialize to the Central Government and put his plans into execution afterwards.

It is reported from Seoul that General Watanabe has opened operations for the suppression of the insurgents in Korea, in which he is to be assisted by the torpedo-boat flotilla belonging to the Second Squadron, but no encounter with the insurgents has yet taken place. It has now been decided that the police shall begin a search for the insurgents, and ¥5,000 has been allotted by the Residency-General for the purpose.

THE YOKOHAMA SPECIE BANK.

HALF-YEARLY MEETING.

The half-yearly general meeting of the Yokohama Specie Bank, held on the 10th ultimo at the head office, adopted the following statement as to the disposal of the profit for the last half-year, amounting, including surplus brought forward, to ¥2,995,848:

To Reserve..... ¥ 400,000
To dividend at rate of 12 1/2 % 1,440,000
Carried forward..... 1,155,848

Total..... ¥2,995,848

I presenting the report and accounts, Baron Takahashi, president of the company, referred to the economic conditions of the country, and noted that the greater part of the various enterprises which suffered from the effect of the slump in trade the year before, had during the year under review been steadily recuperated, and placed once more on a firm footing. The market was still exercising caution, although it was now progressing towards a fair recovery. Considering the slow way in which the period of prosperity was returning in Europe and America, immediate activity in the Japanese market could hardly be hoped for, consequently no marked requirement of money in any grades of enterprise had been seen. In addition the successful flotation of loans abroad, coupled with the sale of Government stocks in foreign countries, had contributed to the monetary slackness, and banks had difficulty in finding suitable outlets for their surplus money. The total dividend during the first half year amounted roughly to ¥400,000, of which ¥180,000,000 represented exports and ¥220,000,000 imports. The imports showed a falling off of ¥3,480,000 compared with the corresponding period of last year, but the exports had increased by ¥13,980,000, making the net decrease in the total trade ¥4,500,000. The decrease in imports was accounted for chiefly by iron and steel and machinery, which must be attributed to the cautious policy adopted by business-men who were engaged in the work of reorganization; while the increased export was due in some degree to the improvement in the trade with China caused by the comparative recovery of the value of silver, and in another direction to the increased export of raw silk, tea, etc., consequent upon the general economic conditions of Europe and the United States gradually returning to their normal level. There was thus no cause for anxiety in the general tendency of trade. Owing to special circumstances, the business of the Specie Bank had been brisk. It was, however, a matter for regret that the collection of some of the bills due, noted in Kobe, Osaka and Port Arthur could not be effected and had had to be written off as bad debts, but the activity of business in other directions had offset this, so that the result was only slightly different from that of the preceding period.

EMIGRATION TO AUSTRALIA.

A RUSSIAN PLAIN.

The following communication, signed Edward Zerkov, appears in a Vladivostok contemporary, and is of interest from more than one point of view:

"I have often heard that those in search of work cast longing eyes on Australia, and speak of that country as a sort of fabled land. But with all kinds of good things, as I had some idea of going to Australia, and saw no probability of obtaining any information regarding the condition of Russia, I decided to apply to our Consul-General at Melbourne, and wrote him accordingly. A day or two ago I received the following reply:

"Imperial Russian Consul-General, Melbourne, July 17, 1900.

"Dear Sir,—In reply to your letter of May 17th last, I beg to inform you that for foreigners, and especially those not knowing the English language, it is difficult to find work of any nature in Australia. None of the reports representing that the Australian Government encourages immigration correspond with the actuality. The dominant party at present are the Socialists, who are extremely antagonistic to any competition, and not only do not encourage immigration, but prevent it by any means. Russians coming here in search of work literally die of hunger and often do not know how to extricate themselves from their difficulties. This is aggravated by the fact that Australians are particularly unfriendly to Russians. In these circumstances I consider it a duty to warn you, in the event of your coming to Australia, that you may meet with a terrible disappointment.

"CONSUL-GENERAL (Signature)

"To this making known the courteous letter from our Consul-General, I hoped that it might fall into the hands of those who dream of finding better conditions of life in far-off Australia. It may save them from grim want and despair. The attitude of the Socialists towards immigrants is curious. Where are their high-sounding watchwords—'Proletarians of all countries, unite!—'Freedom and Equality, &c.'?"

THE Japan Gazette reports the death of another member of the foreign community of Yokohama, namely, Monsieur Albert Chais, agent of the Messageries Maritimes Company at that port since 1907. M. Chais had been ill only about a week, the cause of death, which took place at the German Hospital on 9th ult., being complications resulting from sunstroke. Monsieur Chais joined the M. M. Company in 1888, and was appointed agent at Yokohama in 1907. He was well-known in business and social circles in Yokohama, and was highly esteemed by all with whom he was brought into contact. The deceased, who was born in 1870, is survived by his wife, who for some time has been almost an invalid, and to whom in her bereavement the sympathy of many friends will be extended. M. Chais was some years stationed in Kobe, where the news of his death at the early age of 30 will be received with much regret.

MAJ.-GEN. BROADWOOD INTERVIEWED.

OPINION ON THE CHINESE ARMY.

"The greatest drawback to the efficiency of the new Chinese Army at the present time is to the quality of men who officer the troops," says Major-General R. G. Broadwood of the British Army. "There is a lack of the military spirit which, while it is being overcome, will hamper the Chinese Government in the development of its new army for a long time to come. The Chinese as a soldier is not the equal of the Japanese by any means."

General Broadwood is in command of the British forces in Southern China, where he has been stationed for two years and a half. He has studied the situation closely, and has had much experience with making soldiers of the dark races, as he has spent most of his life in the service in Africa and China. He has been staying at the Fairmont, but sailed yesterday for the Orient, to resume command of his division, reports the San Francisco Chronicle of 31st August.

"The Chinese as a nation are educated to commercialism, and in times past, the army has been held in contempt," said the General yesterday. "For that reason, the best quality of men have not gone into the military service, and it is a problem to-day to secure the better class of men to lead the troops. That is something which I think time will remedy, however, and there is no reason why China cannot in the course of years have as efficient an army as any nation."

"In Japan, the situation is the opposite. To be in the army is held the highest honour, and the Japanese officers are men of the finest stamp. Commercialism has been considered low grade, and the Japanese merchants generally have not been as fine men as the officers."

"The Chinese are hardy and have the possibilities physically of good soldiers. But there is lacking the military spirit. In Japan every man has to serve his time in the army, as in France and Germany, but in China while the central government has taken over the task of raising and controlling the new army, there is no established way of raising troops and the results are unsatisfactory. The viceroys of the provinces are called upon to furnish a certain draft of men, and if they are able to do so they comply. Very often a man is got into the army by compulsory methods, which do not tend to make him an enthusiastic soldier."

"In the work of mustering and maintaining this army China is greatly hampered for funds. The viceroys are called upon to furnish the money, but often they find it hard or impossible to reach the requirement."

"The new Chinese army is much better than the old and is armed with modern weapons. It possesses a fair degree of efficiency, but it is of little value at present except as a policing force. At present it is about 300,000 strong. The old-time band-grabbing expeditions into China will now be much more difficult, and dangerous revolutions can be curbed. But China is in no position to become aggressive."

"I believe that China's only aim is to protect what country she still holds and prevent further encroachments upon her boundaries. She will be quite content with that. She has no aim to take a hand in the Manchurian situation, and certainly would not attempt to force the Japanese or Russians out of there. In the event of another clash between those powers China's attitude would be nothing more active than to protect what interests she now has in Manchuria."

Major-General Broadwood bears the distinction of being the youngest officer of his rank in the British service, just as he was the youngest Brigadier at the time he was raised to that rank. He has spent most of his life in active service in the frontier country and fought under Lord Kitchener in Northern and South Africa. He has been decorated with many medals of honour, and is one of the foremost generals in the service of his King.

THE VOLUNTEER CAMP.

CORPS ORDER BY THE COMMANDANT.

The following order has been issued by the Commandant of the Hongkong Volunteer Corps:

Members are requested to notify Officers Commanding their Companies as soon as possible, what period they will be able to attend Camp.

All heads of firms have been asked to grant as much leave as possible to volunteers in their employ, to enable them to attend Camp, and practically all have agreed to do so.

Members should therefore make applications now so that in those cases when leave for the whole time cannot be granted, arrangements can be made with the firms to allow some members the first half of the week, and others the second half.

It is hoped that all members will attend the first week end. On Monday morning those members who have not leave for whole Camp or first half of week return to Hongkong.

Wednesday evening members who have leave for second half of week go out to Camp and on Thursday morning members who have not leave for second half return to Hongkong.

On account of a full day's practice on Saturday, 20th, in which all units will participate all members should endeavour to get leave off Saturday morning, so as to return to Camp on Friday night.

A launch will leave Hongkong 5.15 p.m. daily and Kowloon Customs Jetty (25 minutes from Camp) at 8 a.m. so that those members of the Engineer Company who cannot stay in Camp during the day can attend for evening work with the portable searchlight.

The Artillery practice dates are Wednesday 17th, Friday 19th and Saturday 20th.

Those members who are unable to obtain leave for consecutive days can still attend two days' gun practice if they can get leave for Wednesday and for Saturday morning.

In addition to the first week end they should come to Camp on Tuesday evening, attend Wednesday's practice, return to Hongkong Thursday morning and come back to Camp Friday evening for the last week end.

EARLY CAPTURE AT WEST POINT.

WOULD BE THIEF SENT TO GAOL.

In the early hours of this morning, a smart capture was effected by the master of a godown in Lai On Lane, West Point. It seems that shortly after two o'clock this morning, when most of the neighbours were sound asleep, a Chinaman gained access to a godown where rickshas are stored with the object of pilfering the rubber tyres from the wheels. Unfortunately the thief did not exercise sufficient caution, with the result that he clumsily stumbled over some object, which had the effect of awakening the master of the godown from his slumbers. The latter started to make investigations and on hearing a creaking sound from the direction of the staircase, he repaired thither and saw through an aperture in the staircase the thief engaged at his work. Before the man was satisfied that he had annexed a sufficient quantity of tyres, he was promptly seized by the master of the godown, who made a bee-line for No. 7 Police Station with his capture, and at the Magistracy this morning the man was given six weeks' hard labour and six hours' stocks.

COMMERCIAL.

YARN MARKET.

Hongkong, 1st October.

The firm feeling existing last fortnight has been well maintained throughout the interval. Dealers, after waiting for a considerable time in hopes of forcing the hands of holders, now seem to have accepted the situation and a good business has been put through as noted at fo. t. Buyers have freely responded to the demands of holders and a further advance of 5s to 5s per bale has been established on all desirable spinnings. The inquiry has been general and No. 10s, as usual, have been heavily dealt in, comprising more than a moiety of the settlements. Nos. 11s and 16s are in short supply, and desirable spinnings would be taken at an advance on present prices. No. 20s continue unchanged. Receipts during the fortnight have been small, and with larger of-takes the estimate of stocks shows a considerable decrease on last figures. For the last 2 or 3 days business has again become quiet, but holders are steady and the tone of the market at the close is one of considerable firmness. Bombay continues strong. The monsoon conditions in India are so satisfactory. With the exception of a small area, the rains have been equally well distributed and crops all over the country are flourishing.

Sales of the interval aggregate 7,018 bales, arrivals amount to 4,442 bales, unsold stock estimated at 20,000, and uncleared yarn in second hands at 33,000 bales.

Local Manufacture.—No business is reported. At the twelfth annual general meeting of shareholders of the local mill held here last week no dividend was declared on the working of the last twelve months.

Japanese Yarn.—Market lifeless. Raw Cotton.—No stock or fresh receipts of both Indian and China descriptions, and prices are nominal. Indian 53s to 57s, and China 54s to 58s.

Exchange on India has remained steady in sympathy with silver and closes to-day at Rs. 13 1/2 for T/T, and Rs. 13 1/2 for Post. On Shanghai 75 and on Japan 85.

The undersigned business in imported and local spinnings is reported from Shanghai during the fortnight ended the 25th ultimo, viz:—

Indian.—There has been a quiet general inquiry and a fair business has been effected. Total sales 5,500 bales, with an estimated stock of 65,500 bales.

Japanese.—Holders have made a slight concession to induce business, and about 2,000 bales changed hands at Tls. 102 to Tls. 108 1/2 for No. 16s, and Tls. 115 1/2 to Tls. 119 for No. 20s.

Local.—About 2,000 bales No. 14s and 16s have been sold by the mills at Tls. 102 and Tls. 105, respectively.

P. EDULJEE, Broker.

FRIIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly report of the 2nd instant:—

"The freight market during the past fortnight under review has not been of much importance. The amount of business resulted has been again rather limited. Up north, however, a change for the better is expected to set in shortly, when a good deal of tonnage will probably be required. The only feature of interest of the last fortnight has been the opening of the Newchwang season, which has already led to some fixtures."

Saigon to Hongkong.—Regular boats experience continual difficulty in obtaining freights and are compelled to accept past cargoes at 8 cents per picul.

Saigon/Philippines.—Stocks seem plentiful and in consequence only one fixture is on record on basis of 25,000 piculs at 24 cents.

Saigon/Java.—Some more fixtures are reported to have taken place at 20 cents per picul.

Java/Hongkong.—The local sugar market is still very firm, and several boats have found ready takers, rates and terms are kept private. There is still demand for tonnage in this direction.

Newchwang/Canton.—Rates have advanced from 24 cents to 26 cents per picul, and further tonnage will be required.

Coal Freight.—Coal freights are about the same as last reported. The following rates have been paid.—Brooketon to Penang 32.25 Straits currency. Labuan to Malacca 32.25 Hongkong currency. Wakamatsu to Hongkong 51.00 and Moji to Hongkong at 51.70.

Sail Tonnage Loading or to Load.—For Baltimore and New York.—Brit. bark *Edith*, 2,068 tons, arrived 30th July. Brit. ship *King George*, 2,057 tons reg., arrived 21st August. Brit. ship *Julietta*, 2,053 tons reg., arrived 17th September.

Sail Tonnage Disengaged.—Brit. ship *Lynx*, 2,311 tons, arrived 25th September. Departure of *Ballera*—None.

To-day's Advertisements.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of October, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining the Matilda Hospital, Peak, in the Colony of Hongkong, for a term of 75 years, commencing from the 23rd November, 1881.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Sq. ft.	Annual Rent in \$.	Upset Price in \$.
141	Adjoining R. B. L. (Matilda Hospital).	141	140	90	110
					(15,700 (About))
					75
					1,150

Hongkong, 2nd October, 1900.

NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH."

FROM SYDNEY & NEWCASTLE, N.S.W.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 2nd October, 1900.

CHINESE IMPERIAL GOVERNMENT

7 1/2% SILVER LOAN OF 1886, E.

45TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the Offices of the CORPORATION on and after the 30th September, 1900.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

Agents issuing the Loan—

J. R. M. SMITH, Chief Manager.

Hongkong, 30th September, 1900.

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HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

MORE NOVELTIES. MORE STAR TURNS! GRAND OPENING NIGHT TO-NIGHT!

SUNDAY EVENING, SPECIAL PERFORMANCE BEGINNING AT 9 P.M.

NEW ARTISTES! NEW ACTS! By our all Star LONDON & CONTINENTAL ARTISTES.

30 IN NUMBER 30

Location of our Tents.—TRAMWAY TERMINUS, KENNEDY TOWN.

For Full particulars read our Descriptive Hand Bills. PRICES OF ADMISSION: Box of 6 chairs \$15.00; Single seat in box \$3.00; Dress circle chairs \$2.00; Stalls (European Gallery) \$1.00, and Gallery 50 cts.

N.B.—Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 Seats. Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running before and after performance. MADAME HARMSTON-LOVE, Proprietress. COL. BOB LOVE, Sole Manager. E. ALTON, Advance Representative.

Hongkong, 2nd October, 1900.

CLUB WHISKY

AGE, QUALITY AND MELLOWNESS.

Test for 15 years as an Ideal Scotch for this climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD., WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 136.



Hongkong, 24th September, 1900

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Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle"

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 26 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop-over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. ORRDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via NINGPO	"CHUOYANG"	TUESDAY, 5th Oct, 3 P.M.
SPRING, SAMARANG & SOERABAYA	"FOOSHING"	WED. DAY, 6th Oct, 3 P.M.
MANILA	"TUENSANG"	FRIDAY, 8th Oct, 4 P.M.
TIENSIN via TIENTSIN, WEI	"CHEONGSHING"	SATURDAY, 9th Oct, 4 P.M.
HAIRWEI & CHEFOO	"MAUSANG"	MONDAY, 11th Oct, Noon.
SANDAKAN	"KUTSANG"	WED. DAY, 13th Oct, Noon.
SHANGHAI, YOKOHAMA, KOBE	"LOONGSANG"	FRIDAY, 15th Oct, 1 P.M.
MANILA	"NAMSANG"	SATURDAY, 16th Oct, 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 21 DAYS).

The steamer "Kutang" leaves Hongkong about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moll to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuantai, Laban, Datu, Simporna, Tawau, Uakan, Jesselton and Labuan.For Freight or Passage, apply to
Telephone No. 61.
HONGKONG, 2nd October, 1909.JARDINE MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"CHENAN"	2nd Oct. Midnight.
TSINGTAI & NEWCHANG	"LUOHOW"	4th " 4 P.M.
MANILA	"TAMING"	5th " 3 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIENSIN	"KUEICHOW"	5th " 4 P.M.
AMOI, NINGPO & SHANGHAI	"SHANSI"	6th " "
SHANGHAI	"ANHU"	7th " "
QEBU & LOILOI	"SUICHANG"	8th " "
NEWCHANG	"YANOHANG"	11th " "
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	11th Nov. "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA-TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Cheong, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.
HONGKONG, 2nd October, 1909.HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	To	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 9th Oct., at Noon.
RUII	2540	R. W. Almond	"	SATURDAY, 16th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Telephone No. 2nd October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. HONGKONG MARU	5,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	5,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK" Capt. E. R. Hutchinson	4416	SATURDAY, 23rd Oct., at Noon
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"DAIGI MARU" H. Murayama	4416	SUNDAY, 10th Oct., at Noon

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAM-LUI v. SWATOW & AMOI.	"DAIYIN MARU" Captain Y. Kaburaki	SUNDAY, 3rd Oct., at 10 A.M.
TAM-SUI v. SWATOW & AMOI.	"DAIGI MARU" H. Murayama	SUNDAY, 10th Oct., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "CHO-SHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd October, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
VARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU. Capt. J. Nagao.	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	HAKATA MARU. Capt. J. Dring.	WEDNESDAY, 27th Oct., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU. Capt. K. Sato.	TUESDAY, 12th Oct., at Noon.
SHANGHAI, MOJI AND KOBE	KAGA MARU. Capt. M. Hagin.	TUESDAY, 9th Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	YAWATA MARU. Capt. T. Sekine.	FRIDAY, 29th Oct., at Noon.
	NIKKO MARU. Capt. M. Yagi.	FRIDAY, 26th Nov., at Noon.
	HIRANO MARU. Capt. H. Fraser.	MONDAY, 11th Oct., at Noon.
	NIKKO MARU. Capt. M. Yagi.	TUESDAY, 26th Oct., at Noon.
	YETOROFU MARU. Capt. K. Soyeda.	MONDAY, 11th Oct., at Noon.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-world Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaka Maru (Capt. T. Murai) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. Cope) About Wednesday, 17th November.

Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Somkier) About Wednesday, 15th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

[418-460]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN,"
Captain J. G. Ollant, will be despatched for the above Ports on TUESDAY, the 5th inst., at Noon.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 1st October, 1909. [691]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" On 6th October.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 28th September, 1909. [48]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd September, 1909. [673]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMER TONS CAPTAIN SAILING DATE

Ozuma 4,697 F. W. Davies 21st Oct. 1909

Kumano 6,412 J. Mathie 18th Nov. 1909

Aymara 4,353 Boyd 16th Dec. 1909

Sueria 6,212 S. Shotton 13th Jan. 1910

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED.

General Agents.

Hongkong, 23rd September, 1909. [70]

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO without call at route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 20th September, 1909. [18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. R. W. WALKER

"KWONG SAI" Capt. M. S. GROW.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4. Meals, \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHID ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 26th April, 1909. [19]

WEATHER-FORECAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—
Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Cap Rock, Aberdeen.

Waglan, San Ki Wan.

Stanley, Sai Kung.

Cape Collinson, Sha Tin Kai.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. TROSCY,
Director.

MONKEY IN A KOB'S SCHOOL.

SENSATION AT SUWAYAMA.

Veracolor papers report that some exciting scenes were witnessed at the Koba Gita School, Suwayama, on Tuesday morning last; whether the account of what took place is authentic we cannot say, but it is amusing. It is said that about 9 a.m. a large fat monkey was discovered on the verandah of the school dormitory. The animal, snatched up a fire-extinguisher and walked off with it up the staircase, when the top came off and the fluid escaped from the extinguisher. The monkey thereupon began playing with the empty receptacle. All the girls were in their classrooms, but two of the teachers, Misses Omoi and Kawai, who were with a visitor in the waiting-room, quickly became aware of the creature's presence. They at once called the servants, one of whom put in an appearance but he was afraid to approach the monkey, having been told that fat monkeys were savage and would attack man. Meanwhile the animal entered one of the rooms and began leaping from one table to another. Tiring of this and perceiving the opening door of the waiting-room, the monkey entered and, completely ignoring the presence of the astonished ladies, calmly appropriated the visitor's handbag and, opening it, extracted the contents. At this juncture some of the girls came back from the classrooms, and were startled at seeing the monkey. One or two of them tried to evince the unenviable guest out by offering him pieces of sweet potato, but the bait failed. Presently the monkey espied a bottle of glycerine used for toilet purpose, and whilst he was busily engaged in investigating the contents the remainder of the girls came back from the classrooms, and an indescribable uproar ensued. Disturbed by the clamour, the monkey made a bolt through the crowd of girls, scattering them in all directions, and, dashing out of the room, clambered on to the wall outside still grasping the bottle of glycerine. Assured that he was well out of the reach of his pursuers, he applied the bottle to his lips and sucked up its viscous contents. After this unusual behavior was partaken of the monkey sprang into a persimmon tree, and gorged himself with the fruit. He then alighted on the roof of Mr. Nakai's house, just outside the school, and, seeing some clothing hanging out on the *monohoshi* (clothes-drying stage), he began to sample one of the articles spread out for drying. Whilst chewing this succulent morsel, the monkey is said to have become aware that a policeman was planning a scheme for his capture. Not wishing to become entangled in the meshes of the law, he cast round for a convenient way of escape and perceived a friendly face at last. This belonged to his master, a foreigner who resides close to the school. The gentleman held in his hand a rosy apple, which he held up to the monkey's view. The latter, despite his suited condition, could not resist the temptation, and came down from his perch, alighting on the shoulders of his master, who then carried him home.

We understand that recently a wild monkey came down from the hills of Jogakuchi, just below the cemetery near the Hotel, and wrought havoc at the shops along the road. Remembering this incident, the shopkeepers closed their shops when they heard of the incident at the Jogakuchi, thinking that the monkey at the school might be the same that recently paid them a visit before. —*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	9
Do. demand	9 1/16
Do. 4 months' sight	9 1/16
France—Bank T.T.	2.20
America—Bank T.T.	42 1/2
Germany—Bank T.T.	1.78 1/2
India T.T.	132
Do. demand	132 1/2
4 months' sight L/O	129 1/2
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney & Melbourne	1.94
4 months' sight France	2.24 1/2
6 months' sight do.	2.26 1/2
4 months' sight Germany	1.82 1/2
Bar Silver	23 1/2
Bank of England rate	21 1/2
Sovereign	11.45

SHIPPING AND MAILS.

MAILS DUE	
Indian (Lighting) 4th inst.	
American (Manchuria) 6th inst.	
German (Prins Regent Luff) 6th inst.	
Canadian (Empress of Japan) 7th inst.	
Indian (Kaitang) 11th inst.	
Indian (Kaitang) 16th inst.	

The T. K. K. s.s. <i>Tenyo Maru</i> arrived at San Francisco on 30th ult.	
The s.s. <i>Zaffro</i> left Manila on 2nd inst., and is due here on 4th inst., at 4 p.m.	
The C. P. R. Co.'s s.s. <i>Empress of China</i> arrived at Vancouver on 26th ult.	
The C. N. Co.'s s.s. <i>Anhui</i> left Shanghai on 30th ult. and is due here on 3rd inst.	
The C. N. Co.'s s.s. <i>Changsha</i> left Sydney on 25th ult. and is due here on 16th inst.	
The T. K. K. s.s. <i>Chiyo Maru</i> will sail from Yokohama on 3rd inst., en route to this port, and is due to arrive at Hongkong on 15th inst.	
The I. O. S. N. Co.'s s.s. <i>Laitang</i> left Calcutta for this port via the Straits on 30th ult. and may be expected here on 16th inst.	
The O. P. R. Co.'s s.s. <i>Empress of Japan</i> arrived at Nagasaki at 7 a.m. on 2nd inst. and left again at 4 p.m., same day for Shanghai, where she is due to arrive at 4 a.m. on 4th inst.	

Shipping.

Arrivals.
Vine Branch, Br. s.s., 3,412 H. Rison, 1st Oct.—Sydney and Newcastle 10th Sept.
Sleepers and Gun.—D. & Co., Ltd.
Wakamatsu Maru, Jap. s.s., 1,725, U. Aikawa, 2nd Oct.—Wakamatsu 27th Sept., Coal.—M. B. K.
Anson, Br. s.s., 3,597, Hazeldene, 2nd Oct.—Singapore 27th Sept., Ballast.—B. & S.
Johanne, Ger. s.s., 952, M. Ripland, 2nd Oct., Hongkong 28th Sept. and Howtow 1st Oct., Coals and Pig.—J. & Co.
Kwangtshai, Chi. s.s., 1,535, Wm. H. Hunt, 2nd Oct.—Canton 1st Oct., Gen.—C. M. S. N. Co.
Yaiting, Br. s.s., 1,424, R. Houghton, 2nd Oct.—Canton 1st Oct., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Shanghai, for Saigon.
Triumph, for Billiton.
Petchaburi, for Swatow.
Tao, for Kobe.
Chien, for Shanghai.
Yaiting, for Swatow.
Wongkai, for Swatow.
Haimun, for Swatow.
Anson, for Shanghai.
Paitai, for Amoy.
Johanne, for Canton.
D. J. H. Maru, for Swatow.

FINAL LIST.

Oct. 2.
De'ta, for Europe.
Saku Maru, for Swatow.
Anamba, for Singapore.
Wakata Maru, for Japan.
Wongkai, for Bangkok.
Tibet, for Yokohama.
Simongan, for Saigon.
Chiang, for Canton.
Kachow, for Canton.
Tacoma Maru, for Tacoma.
Gregory, for Shanghai.
Yaiting, for Haiphong.
Seishan, for Singapore.
Petchaburi, for Bangkok.
Triumph, for Samarra.

Passengers arrived.

Per *Anson*, from Singapore—700 Chinese.

Passengers departed.

Per *Rubi*, for Manila—Messrs. G. A. Zittel, M. J. Peterson, E. A. Acad, G. T. Deadlen, G. R. Johnson, Mrs. Crozier and Infant, Miss Searle, Messrs. L. E. McElhannan, Li Ping, Ng Hong, Ng Leong Si, Leong Yee Nam, Mr. and Mrs. Takamishi Kuche, Mrs. D. D. Douglas, Mr. Cheong Chip, Mr. and Mrs. Emilie Adel, and Miss Maud Collie.
Per *Sibiria*, for Shanghai, &c.—Mr. Chun King Yue and party, Mr. Carl Ziegler, Mrs. G. R. Foster, Mrs. J. A. Baer, Mr. J. H. Lee, Capt. Wm. C. Herberts, Mr. F. G. York, Misses N. Deuchung, N. Kennedy, Mr. and Mrs. Gabe C. Cohn and son, Mrs. T. W. Smith, Miss E. Smith, Mrs. E. B. B. Houghton and son, Mrs. A. A. Blegen, J. A. Britton, John N. Alexander, F. W. Prising, Mrs. Mary H. Howard, Mr. and Mrs. J. D. Butcher, Capt. and Mrs. G. H. B. Smith and child, Mr. and Mrs. H. Steimitz, Capt. and Mrs. J. E. Normoyle, Miss M. Normoyle, Messrs. F. Streeter, A. O. Brown, Jose Salgado, Enriqueta Salgado, J. P. da Costa Santos, Mont A. Agius, Rev. G. Caruana, Mr. Lee Yow Sun, Mrs. V. Clifford, Mrs. E. Wallace, Mr. E. S. B. Rowe, Mrs. M. Simmonds, Mrs. B. Melville, Messrs. B. W. Tapp, Y. I. Cheung, Lee Oag, Miss Ethel Lettles, Messrs. Curt Harzer, Lee Sau Sheng, W. G. Baker, Rev. B. Penn, Mrs. M. O. Brooks and Lau Sin Cho.

Passengers expected.

Per *Prins Regent Luff*, due 20th October.—Messrs. Estom, Wm. H. Kullmann, A. Kuhn, Mrs. Apple, Messrs. John MacFarlane, E. S. Kadoorie and family, D. Cooper, Mrs. Jurgensen and child, Miss S. Fletcher, Messrs. F. Devaux, Leon L. Heuranc, B. Bommel, Rivi. Hesse, A. Muskens, J. Aerts, and 16 Priests.
Per *Kleit*, due 3rd November.—Mr. and Mrs. F. Bolumiaki, Messrs. T. E. Griffith, D. Storbek, Mrs. Juule and 2 children, Misses N. D. Brunton, J. Runcke, E. Zuban, H. Seufmeister and W. von Ruffin and family.
Per *Prins Luff*, due 17th November.—Mr. and Mrs. Bader, Mrs. P. Krieff, Misses Bergins, Duncan, Paton, Leathers, Mrs. Coke, Mrs. Palon, Mrs. V. Paulisch, Miss E. Thugut, and Mr. Ramon Murga.
Shipping Reports.
Sir *Anson*, from Singapore.—Light S.W. wind to Paracels Islands, moderate N.E. winds from there to Hongkong.
Sir *Vine Branch*, from Sydney, &c.—Rough sea and high winds on Australian Coast thence light winds and fine weather to port.

VESSELS IN PORT.

Steamers.
Bessie Dollar, Br. s.s., 2,797, A. Gow, 21st Sept.—Taichang 10th Sept., Salt.—A. K. & Co.
Bourbon, Fr. s.s., 950, Le Ball, 30th Sept.—Saigon 25th Sept., Rice.—Man Fat.
Carl Diederichsen, Ger. s.s., 774, J. Kaiser, 20th Sept.—Pakhoi and Howtow 19th Sept., Gen.—J. & Co.
Chenau, Br. s.s., 1,150, J. H. Brown, 1st Oct.—Canton 30th Sept., Gen.—B. & S.
China, Am. s.s., 3,186, D. E. Friele, 1st Oct.—San Francisco 3rd Sept., Honolulu 1st Oct., Yokohama 1st Oct., Kobe 25th, Nagasaki 26th, and Shanghai 29th, Maila and Gen.—P. M. S. S. Co.
Dallin Maru, Jap. s.s., 890, Y. Kaburaki, 20th Sept.—Swatow 28th Sept., Gen.—O. S. K.
Drufar, Nor. s.s., 1,102, J. Bing, 20th Sept.—Bangkok and Swatow 21st Sept., Gen.—C. S. N. Co.
Flintshire, Br. s.s., 2,403, G. C. Cundy, 29th Sept.—Shanghai 27th Sept., Gen.—B. & S.
Helmholtz, Br. s.s., 616, J. W. Evans, 1st Oct.—Canton 30th Sept., Gen.—D. L. & Co.
Harford, Br. s.s., 2,716, Pope, 21st Sept.—New York 30th June, and Labuan 15th Sept., Kerouine Oil.—S. O. Co.
Japan, Br. s.s., 1,806, J. G. O'Brien, 20th Sept.—Moji 24th Sept., Coal and Gen.—D. S. & Co., Ltd.
Kueichow, Br. s.s., 1,215, W. B. Brown, 30th Sept.—Cheloo 25th Sept., Gen.—B. & S.
Kwellin, Br. s.s., 1,200, C. W. Puckett, 1st Oct.—Karaita 25th Sept., Coal.—B. & S.
Mausang, Br. s.s., 1,644, G. S. Welgall, 1st Oct.—Sandakan 25th Sept., Timber and Gen.—J. M. & Co.
Nord, Nor. s.s., 710, Haraldsen, 25th Sept.—Samarang 9th Sept., Sugar and Molasses.—A. G. & Co.
Paklat, Ger. s.s., 1,018, J. Wenzel, 20th Sept.—Bangkok via Swatow 1st Sept., Rice and Wood.—B. & S.
Phuempunh, Br. s.s., 1,056, J. H. Scott, 26th Sept.—Saigon 22nd Sept., Rice and Gen.—Wo Fat Sing.
Pongtong, Br. s.s., 998, H. Oldsen, 28th Sept.—Bangkok 20th Sept., Rice.—M. & Co.

Prins Sigismund, Ger. s.s., 3,300, D. Lenz, 21st Sept.—Sydney 10th Aug. and Manila 18th Sept., Gen.—M. & Co.
Rajah, Ger. s.s., 2,100, H. C. Reher, 28th Sept.—Bangkok and Kuching 21st Sept., Teakwood and Rice.—B. & S.
Rygi, Nor. s.s., 2,492, Soenden, 26th Sept.—from Probolinggo, Sugar.—P. & A. S. S. Co.
Samsen, Ger. s.s., 998, R. Petersen, 24th Sept.—Bangkok and Swatow 12th Sept., Rice and Teakwood.—B. & S.
Suyevic, Br. s.s., 4,010, Shotton, 27th Sept.—Manila 28th Sept., Flour and D. & Co., Ltd.
Taming, Br. s.s., 1,510, G. H. Pennfather, 1st Oct.—Manila 28th Sept., Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,959, J. White, 28th Aug.—Canton 27th Aug., Ballast.—S. O. Co.
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosine.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Aki Maru	Shanghai	N. Y. K.	Oct. 3
Amur	Shanghai	B. & S.	Oct. 3
Lighting	Singapore	D. S. & Co.	Oct. 4
Zaffro	Manila	T. & Co.	Oct. 4
C. Ferd. Laeiz	Shanghai	H. A. L.	Oct. 4
Manchuria	Japan	P. M. Co.	Oct. 6
P. R. Lilliput	Singapore	C. & Co.	Oct. 6
Ichiba	Singapore	C. & Co.	Oct. 6
Tjimbah	Amoy	C. J. L.	Oct. 6
Empi of Japan	Japan	C. P. R. Co.	Oct. 7
Tjibbas	Macassar	C. J. L.	Oct. 7
Kutub	Calcutta	M. & Co.	Oct. 11
Coblenz	Sydney	A. & Co.	Oct. 15
Chiyo Maru	Japan	T. K. K.	Oct. 15
Laisan	Calcutta	J. M. & Co.	Oct. 16
Changsha	Sydney	B. & S.	Oct. 18

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

On Lee at Kowloon Dock.
Prins Sigismund at Querry Bay Docks.

TAIKOO DOCKS.

Suvaric at Querry Bay Docks.
St. Enoch
Samsen
Drufar

Ships Passed the Canal.

6th August—*Darflinger*, *Cowslow*, *Hakata Maru*, *Polystern*, *Tytlus*, 10th August—*Scandia*, *Glenroy*, *Bingo Maru*, *Nicomedia*, *York*, *Pathan*, 13th August—*Caylon*, *Yunnan*, *Armand Bekke*, *Kinloch*, *Mennon*, 17th August—*Bradford*, *Prins Eitel Friedrich*, *Deucalion*, *Simla*, 20th August—*Indra Sumatra*, *Kelch*, *Nippon*, *Lawson*, *Senator*, *Pinkwar*, *Yeo Maru*, *Ceylon*, 21st August—*Kaitang*, *St. Patrick*, *Amiral*, *Monmouthshire*, *Seneca*, *Duport*, *Kamachi Maru*, *Cardiganhire*, 27th August—*Bellevue*, *Tranquility*, *Ramo Maru*, *Caledonia*, *Malta*, *Tombal*, *Samali*, *Litris*, 31st August—*Myrmidon*, *Baldard*, *Gazet*, *Lutkow*, *Kilano*, *Maru*, *Patrol*, *Palest*, 3rd September—*Sydney*, *Prins Ludwig*, *Wakata Maru*, 7th September—*Slam*, *Sanku Maru*, *Sevilla*, 10th September—*Anson*, *Blomfield*, *Ernest Simon*, *Glenlozan*, *Glenish*, *Ospack*, *Palermo*, *Sardalia*, *Telamon*, 14th September—*Bravon*, *Denver*, *Heh*, *Bricomachi*, *Javon*, 17th September—*Aitanyan*, *Sido Maru*, *Kamachi Maru*, *Kewach*, *Yeo Maru*, *Ceylon*, 21st September—*Patrol*, *Palermo*, 24th September—*Mishima Maru*, *Namur*, *Slavonia*, *Tonika*, *Syria*, *Hirano*, *Maru*, *Moyuna*, 28th September—*Binari*, *Sarpedon*, *Larrie*, 1st October—*Armand Bekke*, *Ciklan*, *Indraudal*, *Bingo Maru*, *Cornwallshire*, *Poon*, *Tamba Maru*.
Arrivals at Home—6th August—Hirano Maru, *Touma*, *Glenloch*, 10th August—*Invincible*, *Bellerophon*, *Senagambila*, *Sado Maru*, *Shimada*, 13th August—*Manila*, *Slavonia*, 14th August—*Namur*, 17th August—*Aitanyan*, *York*, *Bingo Maru*, 20th August—*Armand Bekke*, *Salutina*, *Indral*, *Danbigh*, *Skira*, 23rd August—*Scotia*, 24th August—*Scandia*, *Silkona*, *Yunnan*, 30th August—*Simla*, 31st August—*Nippon*, *Deucalion*, 3rd September—*Kelch*, *Caledonia*, *Kanada*, *Yeo Maru*, 7th September—*Kamachi Maru*, *Kewach*, *Yeo Maru*, *Ceylon*, 10th September—*Patrol*, *Palermo*, 14th September—*St. Patrick*, *Myrmidon*, *Orestes*, *Wray Castle*, *Sanku Maru*, 17th September—*Ernest Simon*, *Prins Ludwig*, *Sevilla*, 21st September—*Pathan*, *Seneca*, 24th September—*Javon*, *Segovia*, *Glenish*, *Slam*, 27th September—*Sardalia*, 28th September—*Gorden*, *Awa Maru*, 1st October—*Mishima Maru*, *Tonika*.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for—

Swatow—Per *Haimun*, 3rd Oct., 9 a.m.
Swatow, Amoy and Tamsui—Per *Dallin Maru*, 3rd Oct., 9 a.m.
Bangkok—Per *Pongtong*, 4th Oct., 9 a.m.
Taichang and Newchwang—Per *Luchow*, 4th Oct., 3 p.m.
Bangkok—Per *Samsen*, 5th Oct., 11 a.m.
Kobe and Yokohama—Per *Vine Branch*, 5th Oct., 11 a.m.
Singapore, Penang and Calcutta—Per *Japan*, 5th Oct., 11 a.m.
Swatow, Amoy and Foochow—Per *Haitan*, 5th Oct., NOON.
Manila—Per *Taming*, 5th Oct., 2 p.m.
Ningpo and Shanghai—Per *Changsha*, 5th Oct., 2 p.m.
Swatow, Weihaiwei, Chafsoo and Tientsin—Per *Kueichow*, 5th Oct., 3 p.m.
Europe, &c., India, via Taicoria—Per *J. B. Friedrich*, 6th Oct., 11 a.m.
Amoy, Ningpo and Shanghai—Per *Shansi*, 6th Oct., 3 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of China*, 6th Oct., 3 p.m.
Shanghai—Per *Anhui*, 7th Oct., 3 p.m.
Manila, Yap, P. Wilhelmshafen, Simpsonhafen, Herberthshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Prins Sigismund*, 7th Oct., 3 p.m.
Swatow, Amoy and Foochow—Per *Haitan*, 8th Oct., NOON.
Manila—Per *Taming*, 8th Oct., 3 p.m.
Manila—Per *Zaffro*, 9th Oct., 10 a.m.
Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco (via Siberian Mail to Europe)—Per *Chiyo Maru*, 9th Oct., 11 a.m.
Taichang, Weihaiwei, Chafsoo and Tientsin—Per *Changsha*, 9th Oct., 2 p.m.
Europe, &c., India, via Taicoria—Per *Omnia*, 10th Oct., 11 a.m.

Singapore, Penang and Bombay—Per *Jachia*, 12th Oct., NOON.
Shanghai, Yokohama, Kobe and Moji—Per *Kaitang*, 13th Oct., 11 a.m.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Batavia*, 13th Oct., 11 a.m.
Manila—Per *Loongrang*, 15th Oct., 3 p.m.
Europe, &c., India, via Taicoria—Per *Haitan*, 16th Oct., 11 a.m.
Singapore, Penang and Calcutta—Per *Nippon*, 16th Oct., 11 a.m.
Manila—Per *Rubi*, 16th Oct., 4 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of Japan*, 16th Oct., 5 p.m.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 15th Nov., 3 p.m.

TO-MORROW.

St. John's Cathedral.
3rd October, 17th Sunday after Trinity.
Holy Communion 7.30 a.m.
Matins 11 a.m., (Full Choir), Responses: Ferial, Venite: Russell, Psalms: of the 3rd morning, (I) Te Deum: Sullivan in D., Jubilate: Onseley, Anthem: "Ye shall dwell in the land"—Stainer.
Holy Communion 12 noon, Kyrie: Hiles in G, Hymns: 229 and 553 Tune 32.
N.B.—Psalms 13; Verses 1, 7, in unison.
10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 54

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